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Approved For Release 2001/09/01 : CIA-RDP78T04753A000200010012-8
No. Pages: 1

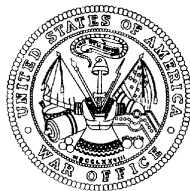
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[REDACTED]

JOINT PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

MURMANSK - PECHENGA
HIGHWAY



ARMY



CIA

HTA-JM-3-58

Declass Review by
NIMA / DoD

18 MARCH 1958

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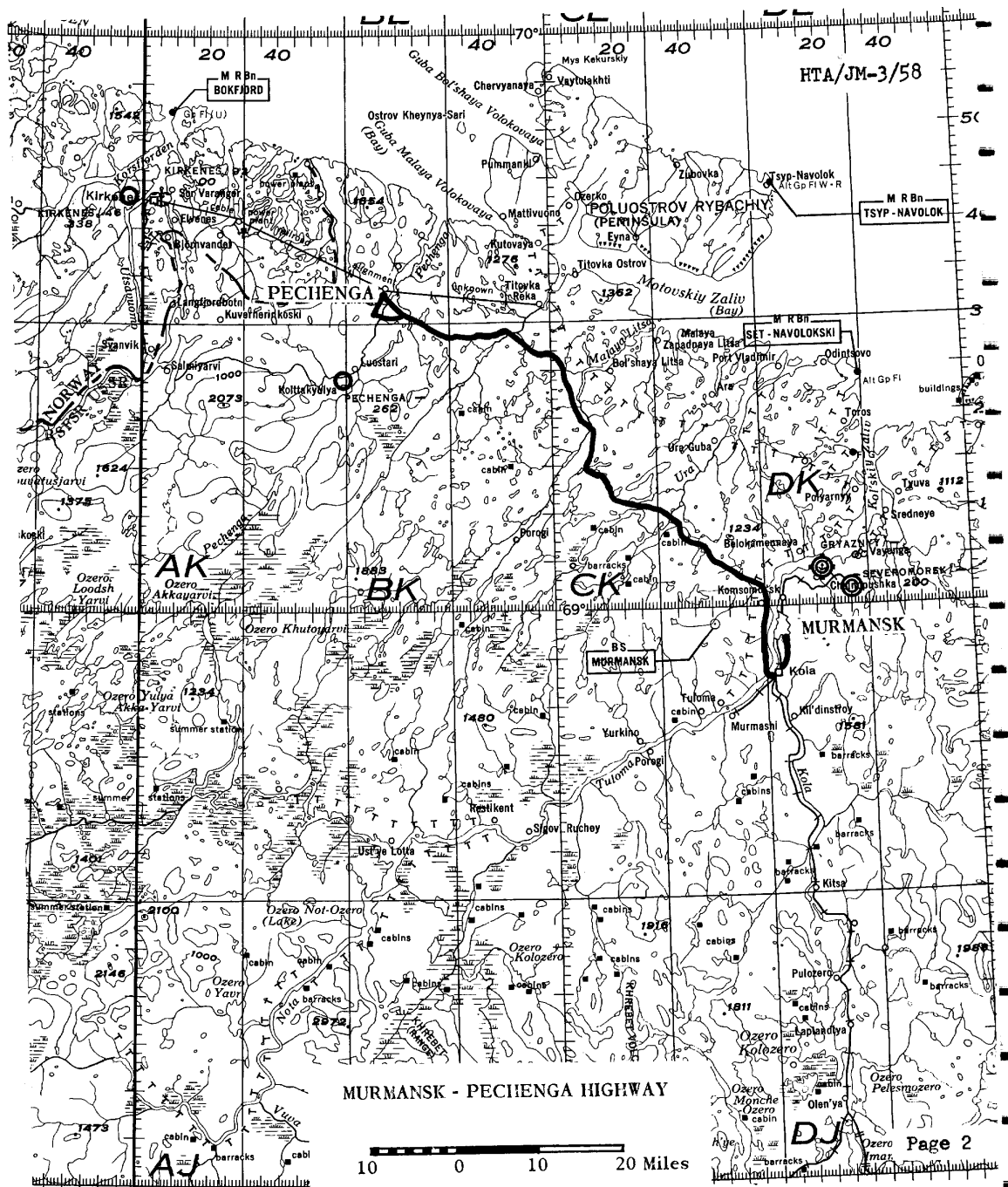
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MURMANSK - PECHENGA HIGHWAY

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MURMANSK - PECHENGA HIGHWAY

25X1D The 87 miles of highway between Murmansk and Pechenga are covered on [REDACTED] photography. A 27-mile section falling about in the center of the route is covered only by the small scale tracker photography on which the approximate alignment of the highway can be confirmed but which does not permit detailed interpretation.

Except for realignments and new construction discussed below, the alignment of this highway is essentially as shown on the following USAF Aeronautical Approach Charts (1:250,000): Polyarnyy, (51 D II) RG, 1st Radar Edition, June 1955, and Kola, (51 D III) RG, 1st Radar Edition, January 1955.

The road from Murmansk to Kola is a graded, rolled, gravel highway, with an average of approximately 50 feet between drainage ditches. A two-mile section approaching Kola is being regraded and resurfaced with gravel. There is some evidence that a new approach to the Kola River bridge is being constructed, which will possibly overpass the Murmansk-Kandalaksha Railroad.

The two-span, deck-type concrete highway bridge across the Kola River measures 30 by 220 feet. The Tuloma River is crossed by a 45-by 580-foot deck-type concrete bridge, which appears to have five spans.

From the west end of the Tuloma River bridge there is a three and one-half mile section of 40-foot-wide graded earth surface road with deep drainage ditches on each side. Following this is a two and one-half mile stretch of major road realignment under construction and about 75 percent complete. Major realignment and widening have been completed on an additional seven miles of highway north of the portion now under construction. There is some evidence that additional realignment work is being planned beyond the present completed section, where the existing road is 20 to 25 feet wide, with many curves and steep grades.

No additional road improvements are evident until just east of the Titovka River crossing where a new three-quarter mile stretch of road is under construction. It is oriented toward a new river crossing about 800 feet down stream from the present bridge and will be approximately 35 feet wide when completed. The present bridge, which is approximately 25 by 250 feet, is of deck-type concrete construction, with seven spans. The existing roadbed in this vicinity is about 25 feet wide and has a graded earth surface.

Approximately 12 miles west of the Titovka River bridge another stretch of road about four-fifths of a mile long has been realigned. Except for the elimination of two sharp curves, the new alignment, which is a graded surface 25 feet wide, appears to offer very little, if any, improvement over the original road.

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Seven miles further west the highway divides, with one fork going northwest to cross the Pechenga River at the southern outskirts of Pechenga, and the other fork going southwest, then west, to cross the Pechenga River approximately three miles south of Pechenga. Although Aeronautical Approach Charts show the northern fork as the major route, the photography reveals that the southern fork is a better road. The southern route crosses the Pechenga River by a deck-type concrete bridge measuring 25 by 300 feet, which probably has five spans. The northern route uses a temporary bridge, 20 by 130 feet, beside which a new bridge is in the preliminary stages of construction. The highway approaching Pechenga from the south is a 35-foot-wide, graded earth surface road with deep drainage ditches. In Pechenga the highway crosses a small tributary of the Pechenga River by a deck-type concrete bridge, 35 by 65 feet which appears to have two spans.

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REQUIREMENTS: This Joint Photographic Intelligence Memorandum
has been prepared at HTAUTOMAT by CIA with Army assistance,
to satisfy Army requirements and RR/HTA/G/R13/57 requesting
a study of the highway between Murmansk and Pechenga.

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REFERENCES:

USAF Aeronautical Approach Charts, 1:250,000:

Polyarnyy (51 D II) RG, 1st Radar Ed., June 1955.

Kola (51 D III) RG, 1st Ed., Jan 1955

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